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A REGIONAL REVIEW OF SOCIAL AND ECONOMIC TRENDS

Tri-State Regional Planning Commission

CONNECTICUT • NEW JERSEY • NEW YORK

MAY 1977

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The Tri-State Regional Planning Commission is an interstate agency that defines and seeks solutions to immediate and long-range problems in the development of land, housing, transportation and other public facilities in the New York metropolitan region covering 21 counties in New York and New Jersey and six planning regions in southwest Connecticut.

Established by legislative action of the states of Connecticut, New Jersey and New York in 1971, the Commission succeeds the Tri-State Transportation Commission formed by the legislatures of these states in 1965.

Recognized by the federal government as the official planning agency for the Tri-State Region, the Commission also supports subregional and local planning. It provides assistance in solving problems that transcend local jurisdiction. It also encourages coordination among all agencies charged with an interest in planning or providing transportation and other federally aided facilities with the Tri-State Region.

The three states and the federal government finance the work of the Commission. Federal funds come from aviation, highway and mass-transportation planning and testing grants provided by the Department of Transportation, and also from planning grants provided by the Department of Housing and Urban Development. Commissioners representing the three states are appointed by the governors in accordance with the laws of their respective states. Federal representatives are appointed by the appropriate officer holding such authority within the Executive Branch.

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TRI-STATE REGIONAL PLANNING COMMISSION

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A REGIONAL REVIEW OF SOCIAL AND ECONOMIC TRENDS

REGION'S TRENDS ARE MIXED

What is the regional condition? This simple question is on many minds today as the level of concern with public matters rises among the 19 million residents of the New York metropolitan region.

The Tri-State Region—as the centerpiece of the Northeastern United States—is going through two overlapping phases. On one side, the effects of national and global events have tarnished the economic and social well-being of the metropolitan area. On the other side, the Region has entered its own mature period of development in which expansion is no longer occurring in population and jobs and in which selective fabrication is replacing bullish construction.

The double-edged experience is forcing a higher level of regional consciousness, making more features of our lives matters of permanent, regional concern. This does not mean that they are exclusively regional, but only that compelling reasons exist for considering them from the regional, as well as from a national, state or local perspective.

The Tri-State Regional Planning Commission monitors and consistently updates hundreds of facts on such items as population, employment, land development, crimes, vehicular travel and solid waste. The Commission's plans and programs are modified regularly as a result of this activity.

Following are some trends of particular concern to Tri-State residents. Most of them show declines, little change or a tendency toward leveling off; only a few indicate strong growth. These are the trends that are expected to influence the future prosperity and livability of the New York metropolitan region. These are only summaries of detailed studies and compiled statistics, many of which are available at a county or planning region (in Connecticut) level. Interested readers are reminded that such additional statistics are available at the Commission's offices and at Connecticut planning agencies and New York and New Jersey planning boards.

This is the Commission's monitoring report for 1977, which generally deals with ten-year trends ending in 1976. The Commission must base its planning work on such long-term trends, not year-to-year fluctuations. When no date is mentioned in the following text the reader can assume that the information pertains to 1976. In the interest of the nation's long-term goal to convert to the metric system, many of the tables are listed in both metric and conventional forms. Several items in the tables are shown as estimated, but readers should be advised that *all* figures are subject to change if new information becomes available.

"...the Region has become an exporter of population."

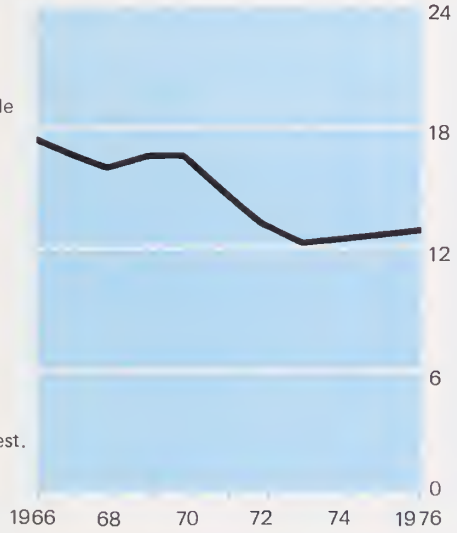
Birth rates in the Region have just now leveled off, following a rapid decline during the preceding decade. The rates remain below population replacement level, which is 13.4 births per thousand people, given the current rate of migration. While it is expected that birth rates will increase in the future, the current low level sets the tone for much of what else is happening.

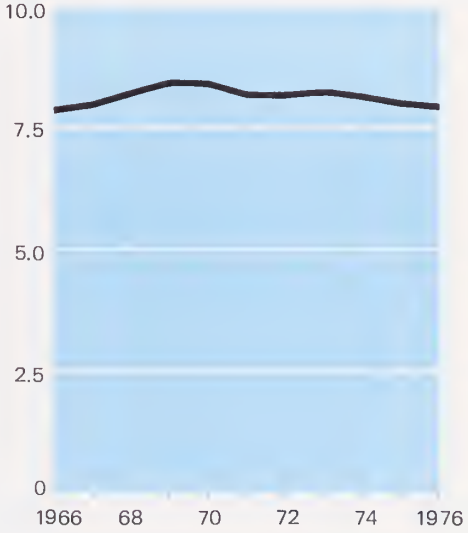
Aside from birth rates, the economic performance of the Region has been weakened by a decreasing number of jobs. The effect of the 1975 recession was felt especially in the Tri-State Region. Employment has fallen to the level of 1966, and unemployment went over ten percent. This was the first time in recent history when the entire Region, as opposed to individual segments, felt strongly the throes of unemployment.

As a result, the Region as a whole has become an exporter of population. Traditionally, the Region has attracted workers and their families, but now we are "sending" people to other areas of the country. The Region stands at little more than the population level of 1970.

BIRTH RATE
per thousand people

1966	18.0
1967	17.0
1968	16.3
1969	16.7
1970	16.8
1971	15.0
1972	13.3
1973	12.6
1974	12.7
1975	12.9
1976	13.0 est.



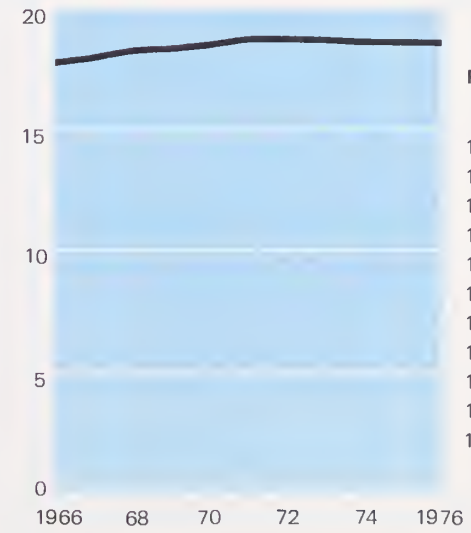


EMPLOYMENT
millions

1966	7.9
1967	8.0
1968	8.2
1969	8.4
1970	8.4
1971	8.2
1972	8.2
1973	8.3
1974	8.2
1975	8.0
1976	7.9 est.

UNEMPLOYMENT
percent

1966	4.1
1967	3.9
1968	3.7
1969	3.6
1970	4.5
1971	6.0
1972	6.1
1973	5.3
1974	6.5
1975	10.2
1976	9.5 est.



POPULATION
millions

1966	18.0
1967	18.2
1968	18.4
1969	18.5
1970	18.7
1971	18.9
1972	18.9
1973	18.9
1974	18.8
1975	18.8
1976	18.8 est.

"...in terms of purchasing power, there has been little change."

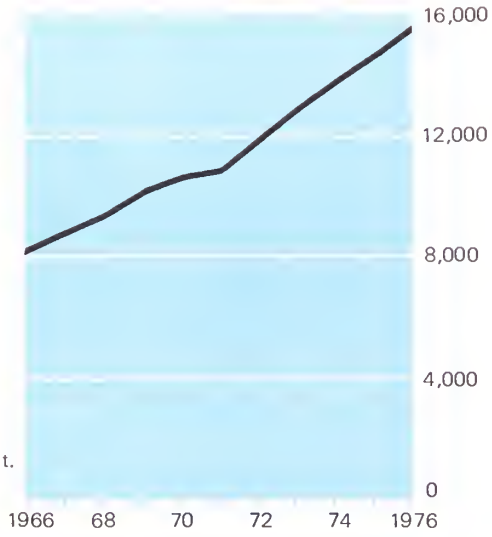
Household incomes have been steadily rising annually. However, in terms of purchasing power, there has been little change. As affected by the consumer price index (all items), the 1966 median household income was worth $8,000 expressed in constant 1967 dollars. Ten years later the median was worth only $8,300 in constant dollars, despite a $7,600 growth in absolute income.

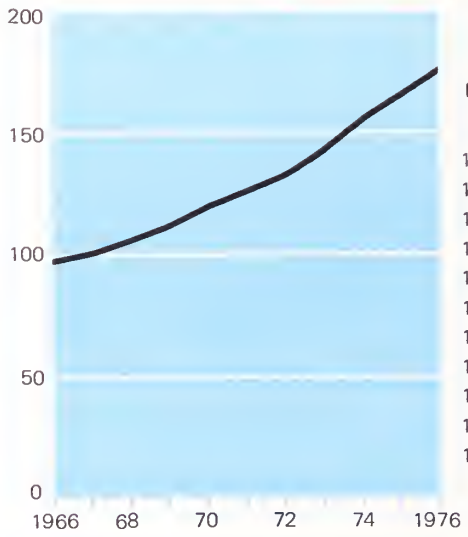
In a similar fashion the total revenue of state and local governments has been increasing, but these dollars are barely purchasing what they did in 1970. More services are being asked of government, and expenses are outpacing the ability of many governments to raise funds. The complex financial plight of New York City and Yonkers is stark evidence of similar trends elsewhere in the Region at both state and local levels.

After a decrease during 1972 and 1973, the crime rate is on the rise once again. The rise in 1974 was principally caused by an increase in property crimes, specifically larceny-theft. Increases in 1975 and 1976 continued the trend.

HOUSEHOLD INCOME
median

1966	$ 8,110
1967	8,720
1968	9,380
1969	10,100
1970	10,600
1971	10,800
1972	11,700
1973	12,700
1974	13,800
1975	14,600
1976	15,700 est.



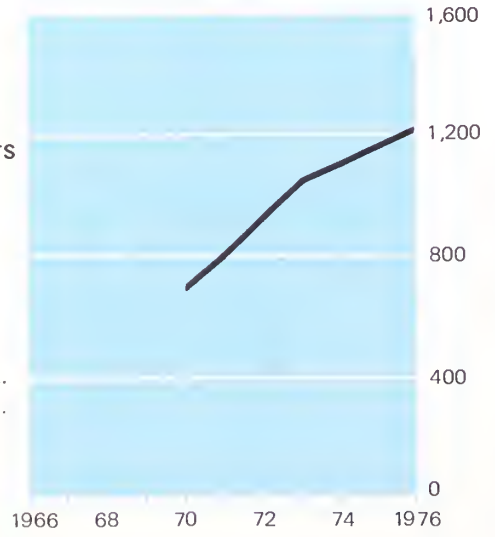


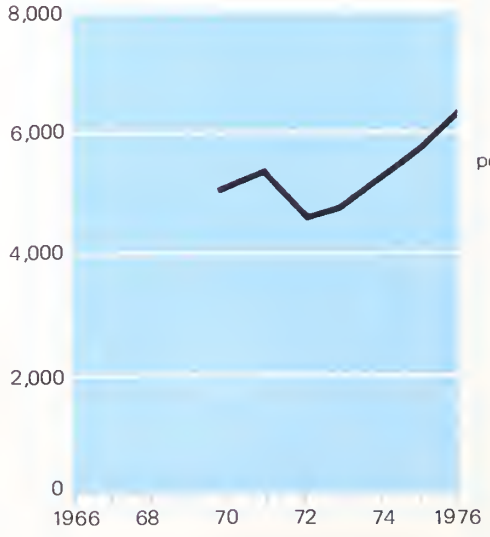
CONSUMER PRICE INDEX
1967 = 100.0

1966	97.5
1967	100.0
1968	104.3
1969	110.8
1970	119.0
1971	125.9
1972	131.4
1973	139.7
1974	154.7
1975	166.6
1976	176.0 est.

PER CAPITA TOTAL REVENUE of LOCAL GOVERNMENTS
dollars

1970	690
1971	794
1972	923
1973	1,034
1974	1,092
1975	1,150 est.
1976	1,210 est.





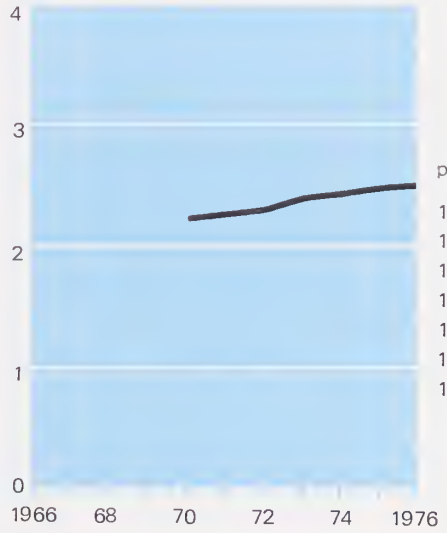
CRIME RATE
per 100,000 people

1970	5,119
1971	5,354
1972	4,601
1973	4,695
1974	5,244
1975	5,768 est.
1976	6,345 est.

"...health services indicate improvement."

Not every aspect of the regional picture is dark. Some indices that measure the availability of health services indicate improvement. Undoubtedly, there are areas of health care where the Region is not making progress, but in three basic measures, for which data are acquired from secondary sources, health services are improving.

The number of physicians per capita continues to rise, and historically, the Region has been 50 percent above the national average. The number of hospital beds available for general care increased after 1970 and continued to remain at this level through 1975. Several hospital closings during 1976 have brought about a slight reduction in beds. With the lower birth rates, most hospitals have used maternity beds for other, general-care purposes. Infant death rates have continued to decline, as improved care reaches more of the Region's population.

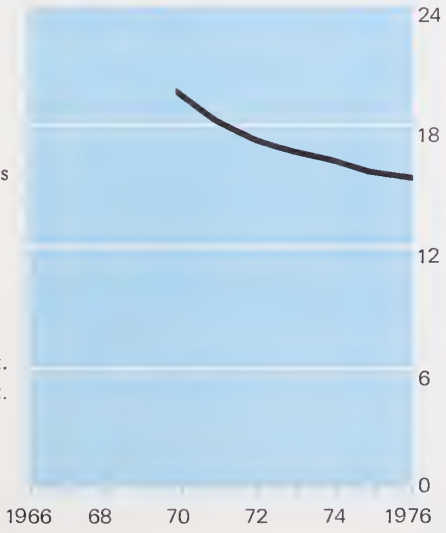


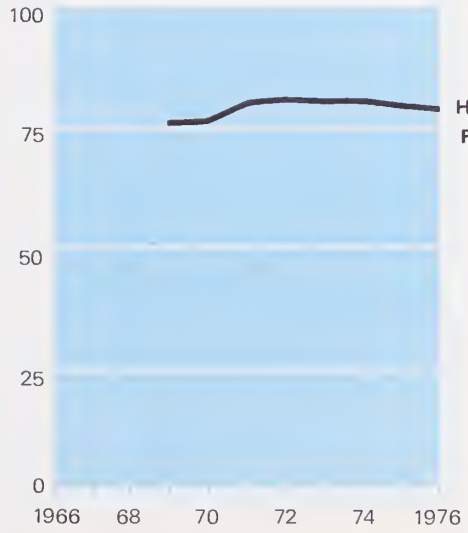
PRACTICING PHYSICIANS
per thousand people

1970	2.24
1971	2.28
1972	2.32
1973	2.42
1974	2.46
1975	2.50 est.
1976	2.52 est.

INFANT DEATH RATE
per thousand births

1970	20.0
1971	18.4
1972	17.7
1973	17.0
1974	16.5
1975	16.0 est.
1976	15.7 est.





HOSPITAL BEDS
For General Care
thousands

1969	77.0
1970	77.7
1971	81.0
1972	82.0
1973	81.5
1974	81.6
1975	81.0 est.
1976	80.0 est.

"...lowest increase in housing in the last quarter century."

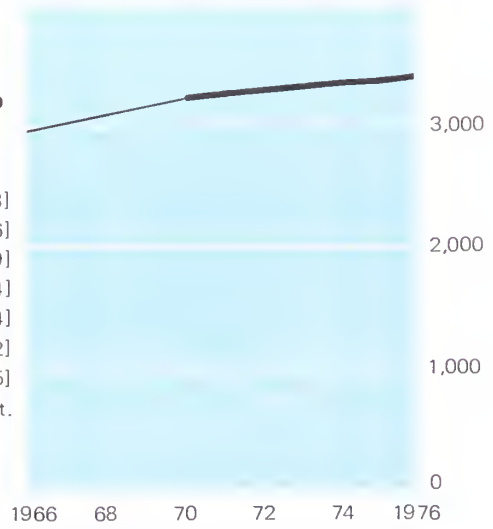
While the Region's population growth has stopped, development still continues because population stability (or loss) in older cities and suburbs is more than matched by increases in outer suburban areas. Developed land has been increasing by approximately one percent annually. The effect is to reduce the population densities in the centers of the Region where the investment in public services is most extensive. The relocated population lives at typical suburban densities where fewer municipal services are available.

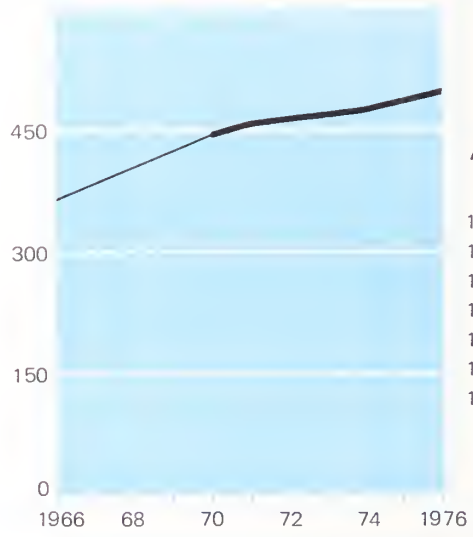
Although the Region's populace as a whole is not expanding, acreage devoted to recreation and preserved open space is increasing each year. This increase during the 1970s has been on the order of two percent annually with 1975 showing a slightly higher growth.

The unhealthy economic climate and limitations on federal support have brought about the lowest increase in new housing units in the last quarter century. The single-family housing market was particularly hard hit by the economy, with little more than 20,000 building permits being issued during each of the last three years for the entire Region. Multifamily housing units (those with two or more living quarters) have traditionally been the backbone of our housing supply. However, the issuance of building permits fell in the last two years to only one quarter of the level of the preceding decade.

DEVELOPED LAND
square miles
[square kilometers]

1970	3,202	[8,293]
1971	3,234	[8,376]
1972	3,266	[8,459]
1973	3,299	[8,544]
1974	3,326	[8,614]
1975	3,360	[8,702]
1976	3,384	[8,765] est.



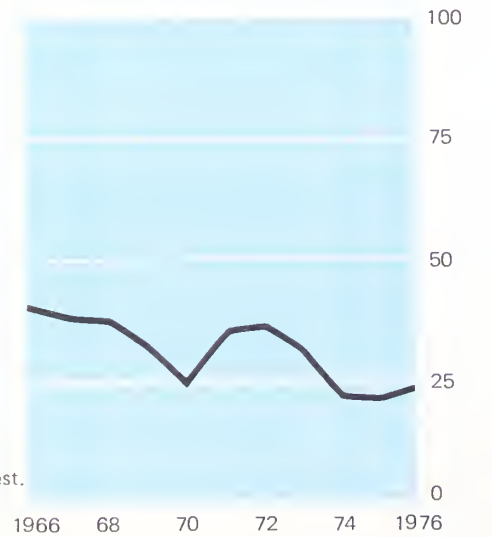


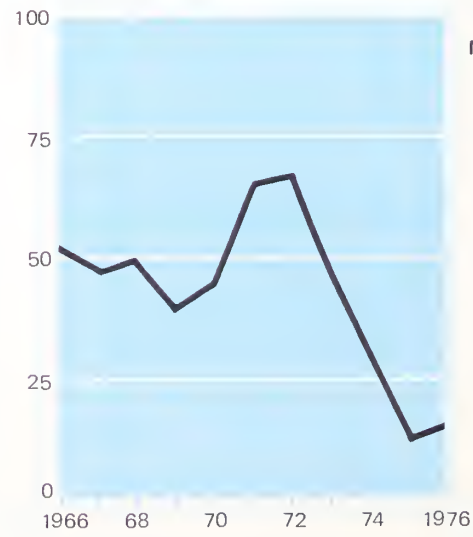
RECREATIONAL OPEN-SPACE ACRES [HECTARES]
thousands

1970	443.7	[179.6]
1971	450.7	[182.4]
1972	460.9	[186.5]
1973	466.2	[188.7]
1974	473.8	[191.7]
1975	485.3	[196.4]
1976	495.0	[200.3] est.

SINGLE-FAMILY HOUSING-UNIT PERMITS
thousands

1966	39.8
1967	37.8
1968	37.1
1969	32.2
1970	24.9
1971	34.5
1972	35.2
1973	31.8
1974	21.0
1975	20.7
1976	23.1 est.





MULTIFAMILY (2+) HOUSING-UNIT PERMITS
thousands

1966	52.4
1967	45.6
1968	48.7
1969	38.6
1970	43.9
1971	64.1
1972	66.1
1973	46.8
1974	27.9
1975	12.0
1976	14.4 est.

"...demand for water has leveled off."

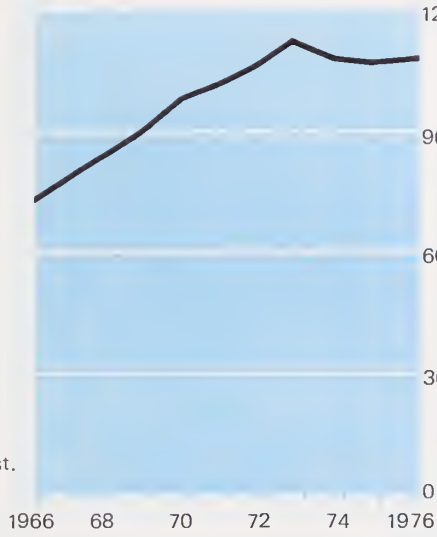
Even the once escalating consumption of electrical energy has become stable in recent years. Higher prices have forced people to economize and thus to conserve a small part of our natural resources: principally oil in the case of electricity.

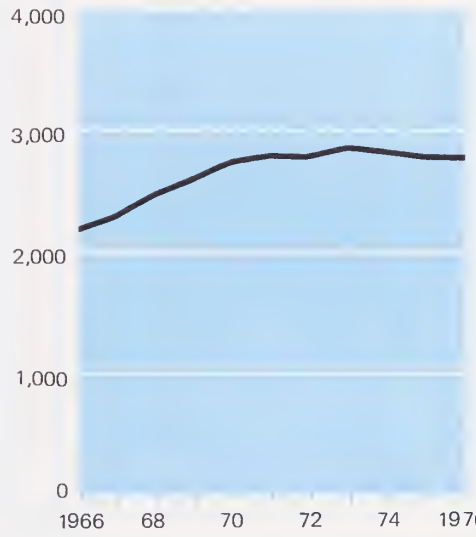
The demand for water has leveled off as population has stabilized. Statistics indicate that the current (1976) level is little different from 1970. Regionwide per capita consumption has leveled off. This same pattern is repeated, not unexpectedly, for resulting wastewater. There was a 25 percent increase in total sewage during the first five years of the decade beginning with 1966. Since 1970, a growth in discharge was followed by a reduction so that the 1976 discharge was the same as that for 1970.

The same pattern of escalation during the first part of the last ten years is apparent in the amount of refuse produced by the people and businesses of this area. However, generation of trash reached its peak in 1972 and has remained constant since.

ELECTRIC ENERGY SALES
Kilowatt-Hours
billions

1966	73.6
1967	78.0
1968	84.6
1969	91.3
1970	97.3
1971	101.3
1972	106.4
1973	113.2
1974	108.4
1975	107.6
1976	108.0 est.



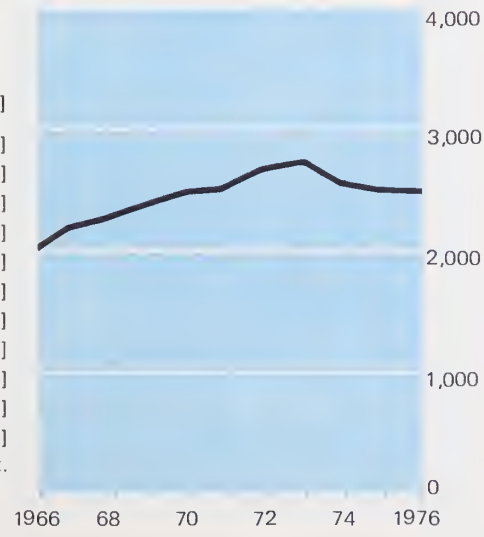


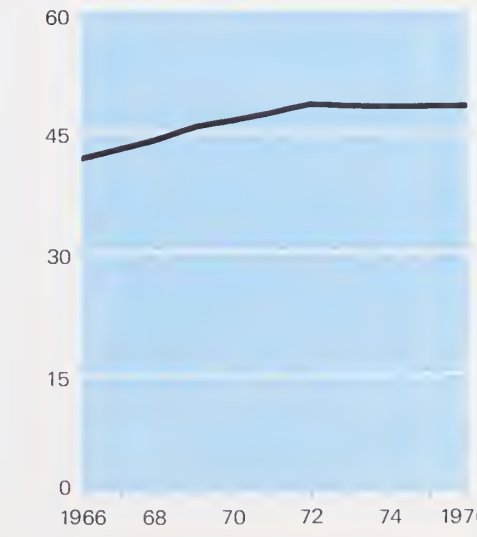
WATER CONSUMPTION
Daily Draw From Public Systems
millions of gallons [liters]

1966	2,190	[8,290]
1967	2,320	[8,780]
1968	2,500	[9,460]
1969	2,610	[9,880]
1970	2,770	[10,490]
1971	2,810	[10,640]
1972	2,800	[10,600]
1973	2,870	[10,860]
1974	2,840	[10,750]
1975	2,800	[10,600]
1976	2,800	[10,600] est.

DAILY FLOW INTO SEWERS
millions of gallons [liters]

1966	2,020	[7,650]
1967	2,260	[8.550]
1968	2,310	[8,740]
1969	2,420	[9,160]
1970	2,550	[9,650]
1971	2,570	[9,730]
1972	2,740	[10,370]
1973	2,780	[10,520]
1974	2,620	[9,920]
1975	2,550	[9,650]
1976	2,550	[9,650] est.





DAILY REFUSE
thousands of tons [metric tons]

1966	42.4	[38.5]
1967	43.5	[39.5]
1968	44.6	[40.5]
1969	45.7	[41.5]
1970	46.8	[42.5]
1971	47.8	[43.4]
1972	48.8	[44.3]
1973	48.6	[44.1]
1974	48.4	[43.9]
1975	48.4	[43.9]
1976	48.4	[43.9] est.

"...tripmaking continues to increase."

While both population and employment growth have abated, tripmaking continues to increase as a greater proportion of the Region's population is in the adult category. Part of this rise in travel is caused by the decentralization of population, with fewer services being within walking distance, thus requiring vehicular travel to satisfy peoples' needs.

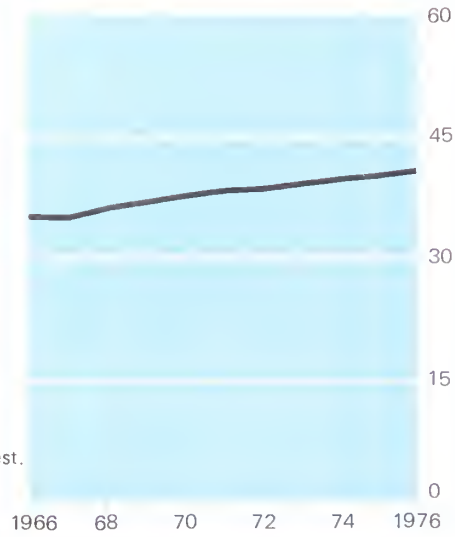
There has been a continual decline in rail rapid transit patronage. These regional systems (New York's subways, Staten Island rapid transit, Port Authority Trans-Hudson lines and Newark's light rail vehicles) are serving fewer homes and jobs. Competition from the private automobile is reducing the number of likely passengers.

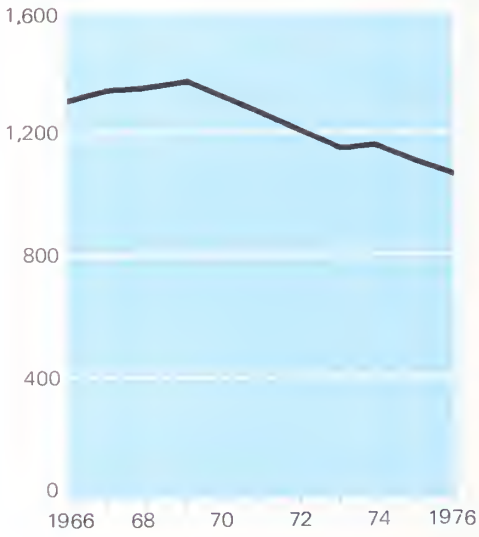
Significant progress has been made in reducing the number of overage rapid transit and railroad cars. The number of cars that are over 30 years of age has been reduced 80 percent as all rail lines are being gradually re-equipped with new rolling stock. The current schedule will allow nearly all equipment to be replaced when it reaches the end of its useful life.

At one time the phenomenon of rising student population placed an ever-increasing demand for fleets of school buses. However, the number of students transported by school bus has peaked, and there has been little change since 1971.

DAILY PERSON TRIPS
millions

1966	34.9
1967	34.7
1968	35.5
1969	36.2
1970	36.9
1971	37.5
1972	37.8
1973	38.6
1974	39.1
1975	39.4
1976	39.7 est.



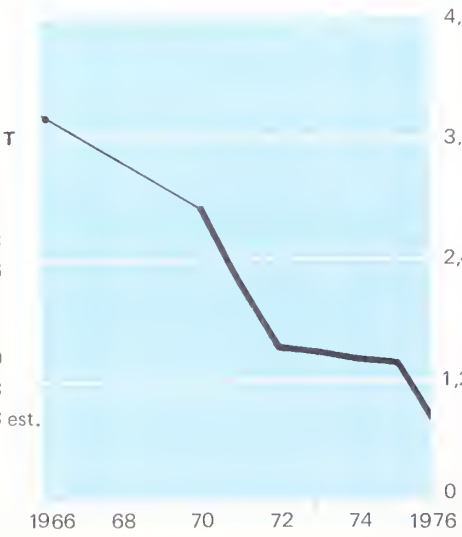


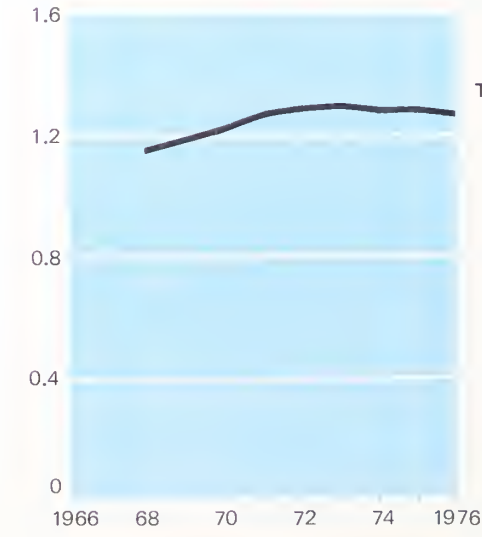
ANNUAL RAPID TRANSIT PATRONAGE
millions

1966	1,298
1967	1,340
1968	1,343
1969	1,351
1970	1,306
1971	1,244
1972	1,192
1973	1,138
1974	1,145
1975	1,099
1976	1,044 est.

OVERAGE RAIL-TRANSIT CARS

1966	3,769
1970	2,883
1971	2,116
1972	1,461
1973	1,417
1974	1,370
1975	1,323
1976	723 est.





STUDENTS TRANSPORTED
By School Bus
millions

1968	1.15
1969	1.19
1970	1.21
1971	1.26
1972	1.28
1973	1.29
1974	1.27
1975	1.27
1976	1.26 est.

"...significant reduction in motor vehicle fatalities."

Vehicular registrations continue their increase, although in the last three years there is evidence that this momentum is slowing. Much of the impetus behind the growth during the 1970s has been brought about by the increase in adults who can drive and who are acquiring a car to meet their transportation needs, mainly in the lightly settled suburban areas.

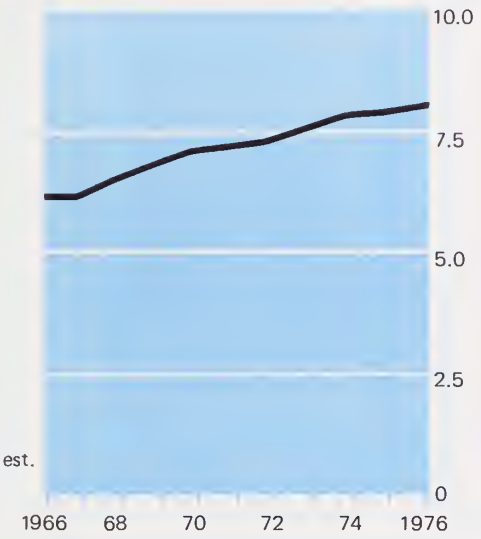
Daily miles travelled by vehicles have risen parallel to the growth in registrations. The impact of the 1974 energy crisis is evident, but 1975 saw a near-return to the 1973 level of vehicular usage.

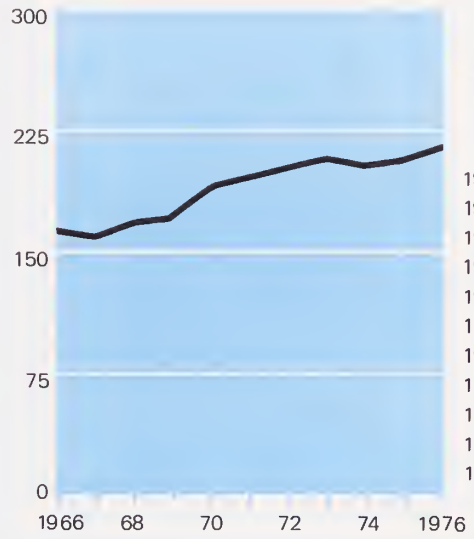
A significant reduction in motor vehicle fatalities has occurred. This reduction, during 1974, is mainly attributable to the federally mandated reduction in the maximum speed level to 55 mph. Even though vehicular travel increased during 1975 and 1976, fatalities remained at their reduced levels.

Travel on limited-access highways is safer than on roadways with continuous "friction" from abutting development. While fewer miles of limited-access facilities are being opened each year, these have had a positive effect on reducing fatalities. During 1975 an additional 11 miles were opened to the travelling public, while four miles were opened in 1976.

VEHICLES REGISTERED
millions

1966	6.35
1967	6.30
1968	6.55
1969	6.78
1970	7.08
1971	7.26
1972	7.37
1973	7.66
1974	7.83
1975	7.93
1976	8.01 est.



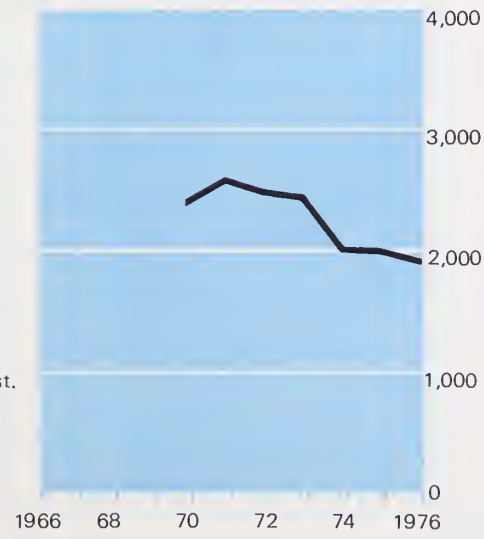


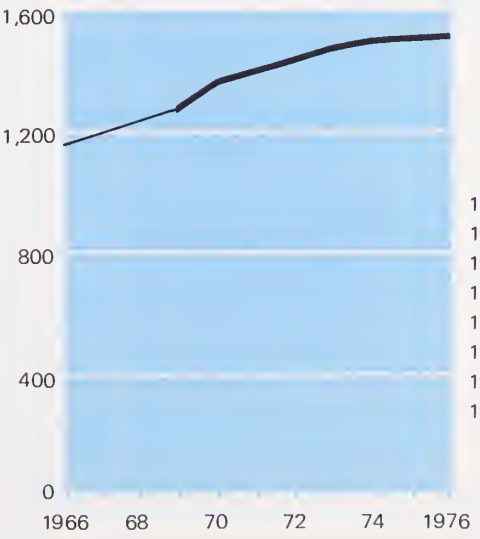
DAILY VEHICLE MILES [Kilometers] of TRAVEL
millions

1966	164.5	[264.7]
1967	161.3	[259.6]
1968	168.3	[270.8]
1969	172.7	[277.9]
1970	189.2	[304.5]
1971	195.9	[315.3]
1972	203.3	[327.2]
1973	208.9	[336.2]
1974	203.4	[327.3]
1975	207.8	[334.4]
1976	215.0	[346.0] est.

MOTOR VEHICLE FATALITIES

1970	2,453
1971	2,632
1972	2,551
1973	2,501
1974	2,048
1975	2,017
1976	1,990 est.





LIMITED-ACCESS HIGHWAYS
miles [kilometers]

1969	1,272	[2,047]
1970	1,374	[2,211]
1971	1,413	[2,774]
1972	1,449	[2,332]
1973	1,487	[2,393]
1974	1,512	[2,433]
1975	1,523	[2,451]
1976	1,527	[2,457]

"...employment in Manhattan has been dropping each year."

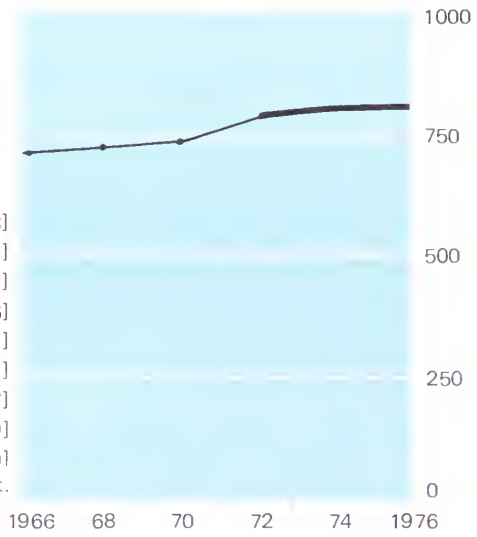
During 1971 and 1972 considerable expansion in floor space occurred in the Manhattan Central Business District (CBD), that area south of 60th Street, as many large commercial structures were completed. Ironically, this occurred just after employment in the CBD reached its peak (1969–70). Employment has been dropping in the CBD during each subsequent year as jobs disappear. The job change is not only characterized by companies moving to the Region's suburbs but also by jobs actually leaving the Region.

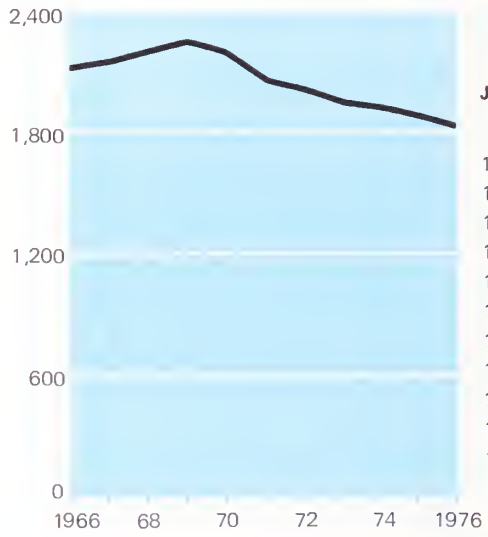
As a result, mass-transit travel to and from the Manhattan CBD has dropped significantly since 1971. There has been a stabilization following 1973, as the energy crisis made transit travel slightly more attractive. And while on a regional basis the 1974 increase in public transit could not be maintained in subsequent years, CBD transit travel has remained stable.

On the other hand, vehicles entering and leaving the CBD peaked during 1972–73. As a result of the energy crisis and the closing of the West Side Highway, the volume declined slightly in 1974 and has generally remained at that level.

MANHATTAN FLOOR SPACE
Square Feet [Square Meters] Below 60th St.
millions

1966	735	[68.3]
1968	742	[68.9]
1970	744	[69.1]
1971	760	[70.6]
1972	785	[73.0]
1973	788	[73.2]
1974	793	[73.7]
1975	795	[73.9]
1976	797	[74.0] est.



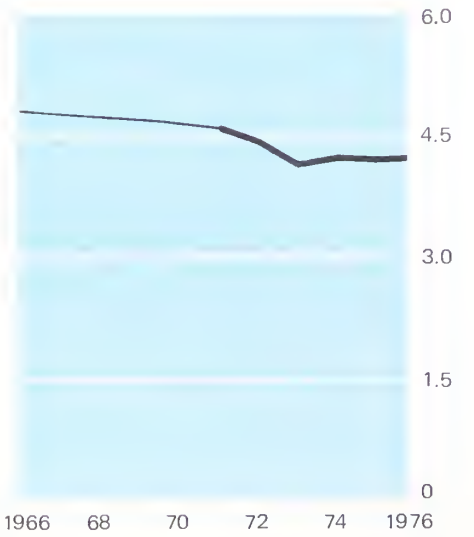


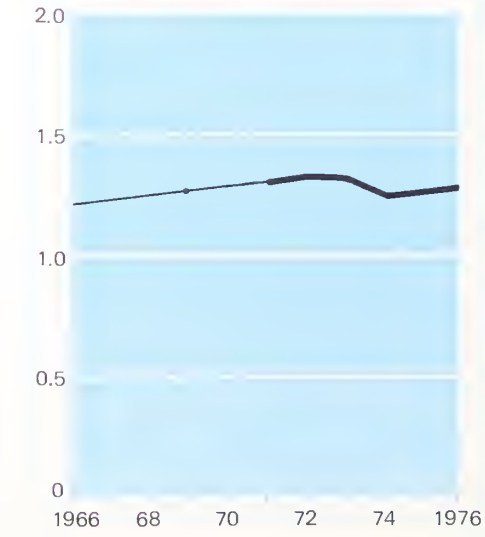
MANHATTAN EMPLOYMENT
Jobs Below 60th St.
thousands

1966	2,124
1967	2,146
1968	2,171
1969	2,230
1970	2,201
1971	2,064
1972	2,009
1973	1,964
1974	1,920
1975	1,870
1976	1,820 est.

TRANSIT TRAVEL to MANHATTAN
Persons Entering and Leaving Below 60th St.
millions

1971	4.52
1972	4.39
1973	4.11
1974	4.19
1975	4.20
1976	4.20 est.





VEHICLE TRAVEL to MANHATTAN
Vehicles Entering and Leaving Below 60th St.
millions

1969	1.26
1971	1.29
1972	1.31
1973	1.31
1974	1.25
1975	1.26
1976	1.27 est.

"Air quality has improved..."

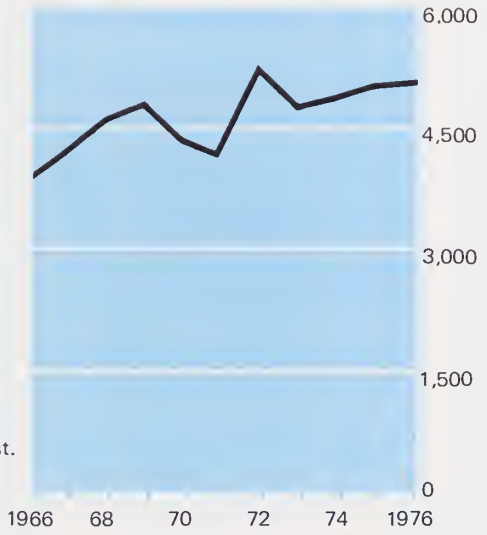
General aviation aircraft registrations have shown a pattern of great fluctuation from year to year. It is clear that the demand for general aviation facilities is strong, and for the most part is increasing.

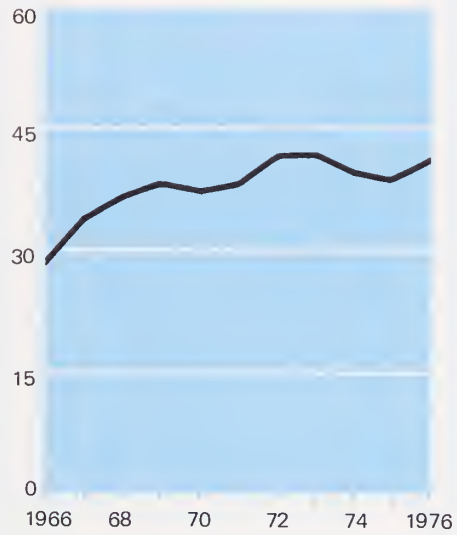
The number of commercial airline passengers had been increasing steadily over the last quarter century until 1973. In 1974 the economic recession appeared very forcibly and continued during 1975. While preliminary statistics for 1976 indicate an increase, the Region's share of the U.S. airline passenger market is declining.

Air quality has improved somewhat during the late 1960s and early 1970s because of reductions, observed at monitoring sites, in sulfur dioxide and suspended-particulate concentrations to levels, which in general, are better than federal standards. A switch to low-sulfur fuel is the major reason for the reductions in concentration of these two pollutants.

REGISTERED AIRCRAFT
General Aviation

1966	3,934
1967	4,250
1968	4,663
1969	4,856
1970	4,405
1971	4,242
1972	5,265
1973	4,850
1974	4,918
1975	5,074
1976	5,100 est.



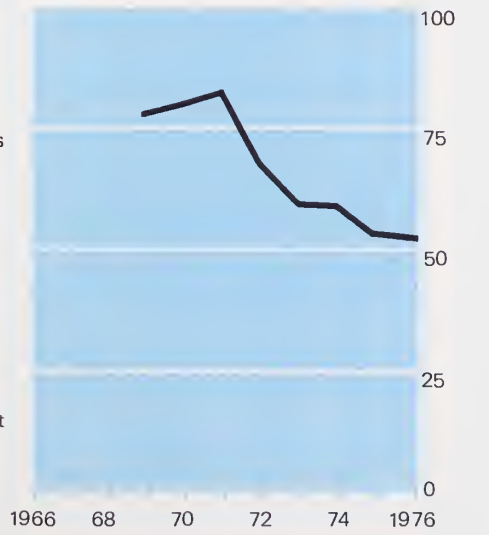


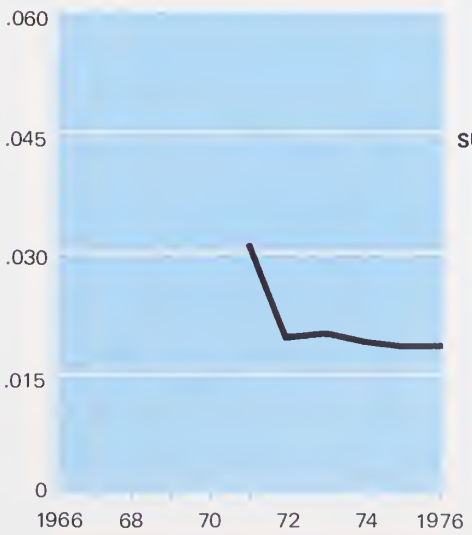
AIRLINE PASSENGERS
millions

1966	28.5
1967	34.2
1968	36.8
1969	38.4
1970	37.4
1971	38.0
1972	41.5
1973	42.0
1974	40.1
1975	38.7
1976	41.2 est.

SUSPENDED PARTICULATES
Average Micrograms
per cubic meter

1969	79.4
1970	82.2
1971	87.5
1972	65.8
1973	60.1
1974	59.4
1975	54.1
1976	54.0 est





SULFUR DIOXIDE
Annual Average
parts per million

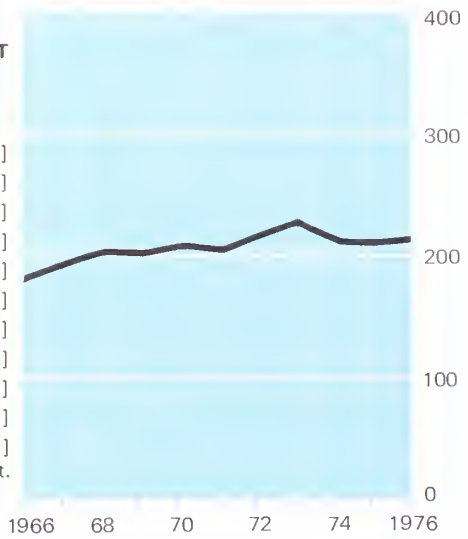
1971	0.032
1972	0.020
1973	0.021
1974	0.019
1975	0.018
1976	0.018 est.

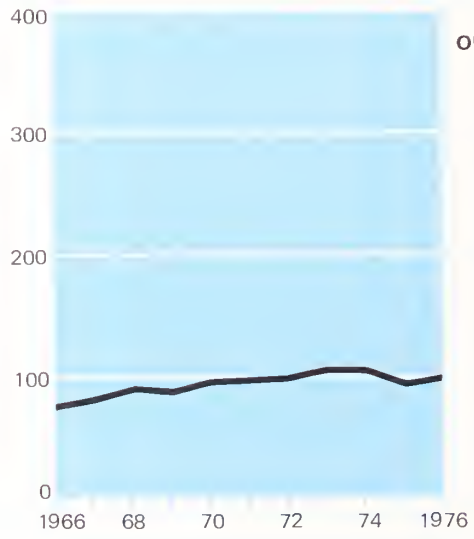
"...freight movement declined."

The impact of the Region's loss of jobs and downturn in population is very apparent in terms of freight. The Region has been a net importer of goods but the number of tons decreased in both 1974 and 1975. This pattern is also evident in terms of freight moved within the Region by truck, rail, water and pipeline. Outbound freight movement, which had been increasing previously, stabilized during 1973–74 and then declined slightly.

INBOUND FREIGHT
millions of tons
[metric tons]

1966	186	[169]
1967	194	[176]
1968	206	[187]
1969	201	[182]
1970	212	[192]
1971	206	[187]
1972	215	[195]
1973	225	[204]
1974	211	[191]
1975	207	[188]
1976	212	[192] est.



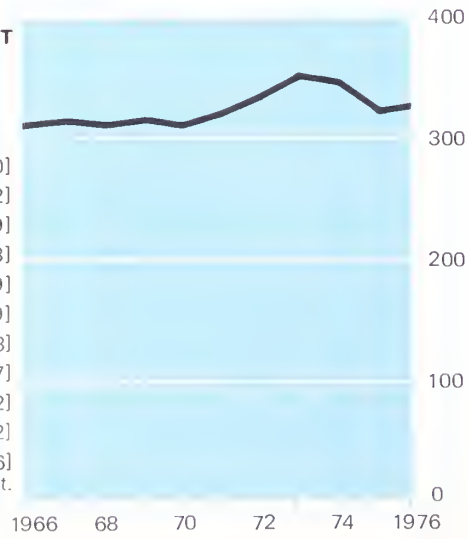


OUTBOUND FREIGHT
millions of tons
[metric tons]

1966	78	[71]
1967	82	[74]
1968	90	[82]
1969	87	[79]
1970	98	[89]
1971	98	[89]
1972	99	[90]
1973	106	[96]
1974	106	[96]
1975	96	[87]
1976	99	[90] est.

INTERNAL FREIGHT MOVEMENTS
millions of tons
[metric tons]

1966	309	[280]
1967	311	[282]
1968	307	[279]
1969	312	[283]
1970	308	[279]
1971	319	[289]
1972	334	[303]
1973	349	[317]
1974	344	[312]
1975	322	[292]
1976	326	[296] est.



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